



## **MEMORANDUM FOR RECORD**

**Investigator: Brian C. Rayner**  
**Senior Air Safety Investigator**  
**Eastern Region**

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**Date: May 24, 2018**  
**Reference: Wayne Bates Instructor Pilot**  
**NTSB Accident Number: ERA17FA181 Eleuthera, Bahamas**

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Mr. Bates was an instructor pilot for Howell Enterprises in Smyrna, Tennessee (MQY), and he provided instruction to the accident pilot. He was interviewed at his place of employment and the following is a summary of the interview.

Mr. Bates held airline transport, commercial, and flight instructor certificates with single engine, multiengine, and instrument ratings. Mr. Bates reported 20,700 total hours of flight experience, of which more than 15,000 were in the MU-2.

Mr. Bates was contacted by his employer about flying with Mr. Ulrich and met him at the school in Smyrna. Mr. Ulrich flew the accident airplane to MQY with the airplane broker who sold him the airplane.

“Sometimes I just fly with people, and we flew Mike back to Aikens, SC and Mr. Ulrich was in the left seat, and I was right seat. He filed the flight plan, I did the takeoff, then he flew the airplane pretty good. They did some maintenance on the airplane, but I don’t know what.”

The following day Mr. Bates flew with Mr. Ulrich to Ft. Lauderdale, and the day after that they flew to Puerto Rico. According to Mr. Bates, he flew with Mr. Ulrich over a 3-week period that included trips to Puerto Rico, Long Island, New York, and back to MQY.

During those trips Mr. Bates felt that Mr. Ulrich’s flight planning and actual flying of the airplane were satisfactory. He described Mr. Ulrich’s performance as “very good.”

Mr. Bates said that Ms. Blumin was on the plane “most of the time” on these trips and that they were mostly demonstration flights to show her what the airplane could do. In summary, the flights were basically familiarization flights for Mr. Ulrich and demonstration for Ms. Blumin, who was the owner of the airplane.

On the 8<sup>th</sup> of January we departed out of Puerto Rico and the left tip tank fuel valve stuck in the closed position, and we couldn’t access the fuel in the left tip tank, which eventually created a weight imbalance after a quantity of fuel was consumed from the right tip tank. They landed in the Bahamas, Mr. Bates opened the valve manually, they serviced the airplane with fuel, and then continued on their flight.

On the 9<sup>th</sup> of January they departed out of TEB on the RUUDY FIVE departure and received a notice that the departure procedure was not complied with, and each pilot received a counseling from an FAA inspector afterwards.

Mr. Bates thought the N220N was a “really good” airplane. He said the performance and handling were good, and the engines would produce 100 percent power up to 15,000 feet routinely.

When asked about Mr. Ulrich’s performance in the cockpit, he said, “He handled himself like he’d been there longer than he had been.”

There were times during the flights when Mr. Bates advised Mr. Ulrich about the atmospheric conditions conducive to icing, and at times when they encountered actual icing, and pointed out the ice on wiper blades, engine intakes, and tip tanks. They would then discuss and activate the anti-icing and deicing equipment.

Pitot heat, leading edge boots, prop heat, autoignition, and stall warning were routine anti-icing measures, and bleed air would not be deployed until actual icing conditions were encountered due to the power degradation that resulted. The pitot heat, leading edge boots, and prop heat, oil cooler inlet, and continuous ignition are all activated when visual moisture is present.

Mr. Bates said that when he was flying with Mr. Ulrich they did not encounter any high-altitude icing. He said that he had flown MU2s in icing and that the airplane performed well, but that he also exited the icing conditions at his earliest opportunity.

Mr. Ulrich would not set up the autopilot for departure, and neither would he set the command bars on the flight director.

Mr. Bates said he flew probably 30-40 hours with Mr. Ulrich. This flying was done before his classroom and primary instruction at Howell Enterprises. Mr. Ulrich then took a checkride with Mr. Jerry Adcock.